

BAY TRAIL FACT SHEET

REACH 9/9B: Pedestrian Bridge and linking Trail

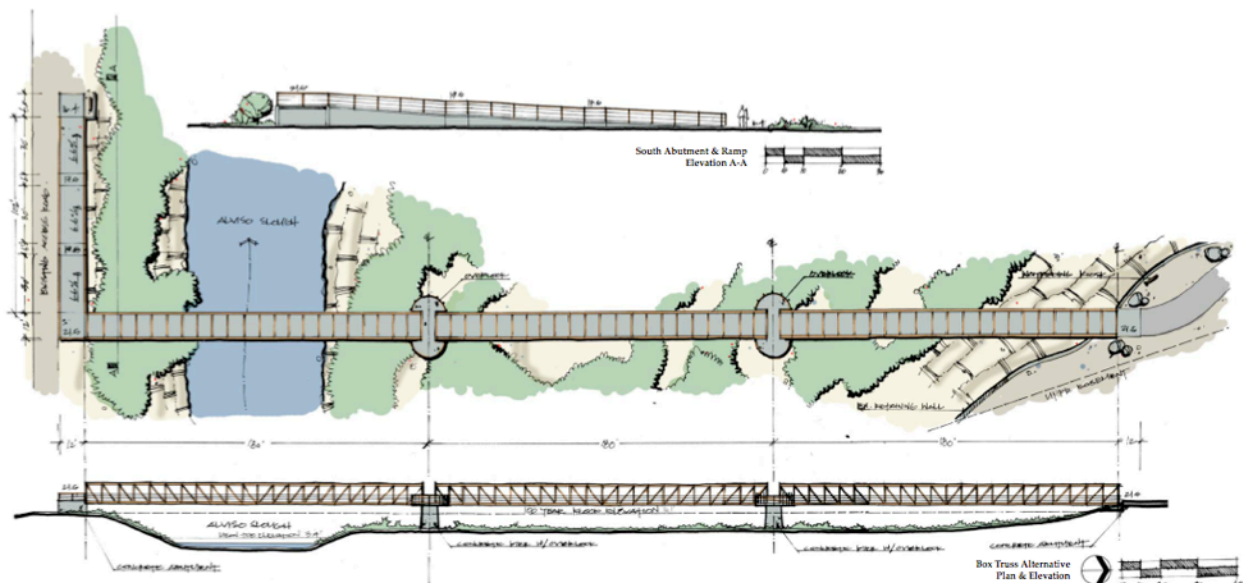
What is the Bay Trail?

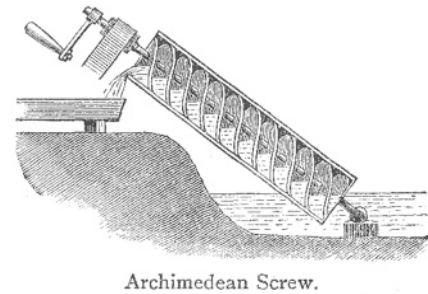
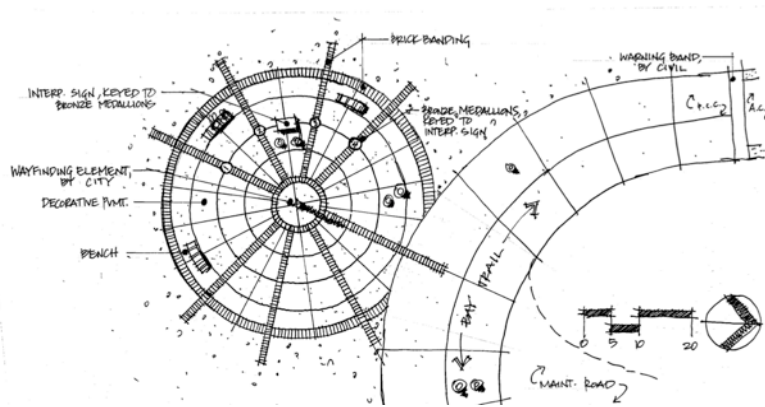
The Bay Trail is a partly constructed 500-mile network of continuous shoreline bicycle and pedestrian paths that will encircle San Francisco Bay, connecting all nine counties and 47 Bay Area cities. Since 1987, the Association of Bay Area Governments (ABAG) has administered the project and 325 miles of the Bay Trail have been built.

San Jose has master planned the San Francisco Bay Trail within its jurisdiction. The plan defines future development of 13 miles of trails that will link Sunnyvale to Milpitas, while offering access to the Bay's shoreline. Development of Reach 9 and 9B is the highest priority for San Jose at this time because it offers significant connectivity to existing recreational resources.

What is the Reach 9/9B Project? Why is it important?

The project includes a 1.1 mile paved trail (Reach 9) to link to the existing Bay Trail (Sunnyvale) and link to the existing Highway 237 Bikeway and San Tomas Aquino Trail. The trail leads to the Reach 9B pedestrian bridge which spans the Alviso Slough (Guadalupe River). The 540' pedestrian bridge permits access to County of Santa Clara Marina and community of Alviso. The bridge is designed to permit future under-crossing development for linkage to the 9-mile Guadalupe River Trail system. The trail includes a viewing area so visitors can learn about distant but visible landmarks in the south bay. The viewing area's architecture will be inspired by Archimedes Screw - a wind-powered device used to move water between the nearby ponds to increase salinity. The pedestrian bridge includes two interpretive seating stations to educate about the slough and Alviso's history.





Archimedean Screw.

The City seeks to develop the Reach 9 trail at the same time as the Reach 9B bridge in order to offer a continuous trail experience. Due to overall project cost, the City may also consider moving forward with the trail component and clearly signing the facility as a viewing experience until the bridge connection can occur.

The project (trail and bridge) is estimated to cost \$7,000,000.

The gap closed by this project will permit travel from Downtown San Jose to Sunnyvale and western reaches of the Bay Trail along existing, paved trails. The gap currently forces pedestrians and bicyclists to use Gold Street to reach Alviso. They must cross the substandard vehicular bridge that has a narrow sidewalk solely on the east side of the structure and narrow travel lanes. Commuters support the Bay Trail because it gives them an alternative to driving along a safe and scenic shoreline trail. San Jose has well documented the commuter demand for trails. The nearby Guadalupe River Trail has been counted and surveyed regularly as part of the City's annual Trail Count. For the past 5 years, the City has recorded an increase in trail usage each year. In the most recent count, we know that 53% of trail users self-identify as commuters to and from work.

Why do commuters and employers support the Bay Trail?

Commuters support the Bay Trail because it gives them an alternative to driving along a safe and scenic shoreline trail.

San Jose has well documented the commuter demand for trails. The nearby Guadalupe River Trail has been counted and surveyed regularly as part of the City's annual Trail Count. For each of the past 5 years, the City has required an increase in travel. In the most recent count, 53% of trails users identified themselves as commuters.

The Reach 9/9B project is directly adjacent to Legacy America Development; a LEED Gold office development occupying the site of a former landfill. Flextronics International USA and Polycom are major tenants and a source of likely commuters and recreational users. Residents of the Alviso community would also be likely commuters to employment sites west of San Jose and accessible via the existing Bay Trail alignment.

A proposed private recreational facility / gym is planned near the bridge. The Silicon Valley Club project has been developed to provide views of the bridge and trail. The project's location and health focus will likely make the trail system is popular amenity for club visits.

Who else supports the Bay Trail?

The Bay Trail is a popular project, with broad support from city and county governments, park districts, and a wide variety of business, environmental, and active transportation groups, including Save the Bay, Committee for Green Foothills, Sierra Club, Silicon Valley Bicycle Coalition, Acterra, Greenbelt Alliance, Transform, Alviso Water Task Force and others.

Who is involved the project?

The City of San Jose been the lead on the project, with funding support and advocacy from the Association of Bay Area Governments (ABAG) – Bay Trail. Coordination due regulatory oversight or land ownership has engaged the Bay Conservation Development Commission (BCDC), State of California, Legacy Partners and Silicon Valley Club (future development near the site).

What progress is being made now? What are the next steps?

San Jose has envisioned and planned for the trail and bridge project for over a decade. Important milestones are noted below:

Year	Task
2002	Completion of San Jose's Bay Trail master plan identifying Reaches 9 and 9B
2004	San Jose Bay Trail task force identifies Reach 9B is preferred option.
2006	Feasibility Study for Reach 9B (Pedestrian Bridge)
2007	Geotechnical Study for Reach 9B (Pedestrian Bridge)
2010	Commence construction documents for Reach 9B pedestrian bridge and NEPA studies for Reach 9 and 9B
2011	Commence construction documents for Reach 9 Trail
2012	Completion of NEPA and 95% construction documents (est. December 2012).
2011-12	Submit TIGER (Federal Funding) for Reach 9 and 9B (request declined)
On-going	Continue efforts to pursue competitive grant funding

What are the stages of funding?

The current project funding supports preparation of 95% construction documents and secures NEPA. The documents are expected to be complete by February 2013. A 100%

set of plans is not being pursued at this time because the City is uncertain of the source of funds for construction and acknowledges that some design alterations might be necessary to meet specific grant requirements.

The project is expected to be “shovel ready” by early 2013.

The secured funding should support completion of the construction documents to meet any special funding requirements (there may be no need for further plan development with most funding sources). The majority of funding would be allocated to the construction of the trail and bridge (including project management and inspection). \$7,000,000 is required to construct the 1.1 mile trail (\$2M) and the 540' pedestrian bridge (\$5,000,000).

Partial funding in support of the project can support San Jose's efforts to pursue competitive grants through traditional recreational programs and transportation grants. \$1,400,000 representing a 20% commitment to the project can help the City submit a competitive grant application to multiple local, state and federal agencies. San Jose has a strong track record of successful pursuing grants.

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San José Trail Program
www.sjparks.org/trails

